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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

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SUBJECT Ports of Danzig and Gdynia;
Polish Import-Export Trade

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- The coal docks of the firm "Progress" with its installations at Gdynia were completely demolished and those along the port railway station, opposite the "French coast", were burned down. The damage was estimated at 60% of the facilities of the port as a whole. Breakwaters were mined by the Germans. Ships now enter and leave by an outer gate to and from the port. The Soviets raised a 10,000 ton merchant ship which they are still repairing. According to an agreement between the Soviets and the Provisional Polish Government all ships on and under the water in all Polish ports, which were not Poland's before the war are considered Soviet property.
- Shipping traffic in the port of Danzig is concentrated at the Nowy Port (New Port) near the coal docks known as "Trojan" and at the coal docks of the former "Alltag". Because of broken bridges and heavy wreckage other docks cannot now be used.
- The Polish government representative for reconstruction of the coast is a well known engineer, Eugeniusz Kwiatkowski, pre-war Minister of the Treasury. His assistant is a former Senator Sokol. Their offices in Danzig are located in ul. Wojewodzka. Ports are being rebuilt by a government agency known as "B.O.P." (Biuro Odbudowy Portow -- Port Reconstruction Office). The head office is in Wrzeszcz with branch offices in Gdynia, Danzig, Stettin and Swinemunde. Kwiatkowski is also head of "ZSP" (Zjednoczenie Stoczni Polskich -- Associated Polish Shipyards) in Wrzeszcz. It handles the administration of five shipyards.
- The Ministry of Navigation and Foreign Commerce created the ZZP (Zjednoczenie Przedsiębiorstw Portowych -- Association of Port Enterprises) for port services. The main office is in Wrzeszcz, at Ulica Wojska Polskiego 20. This agency founded such other government agencies as the Polska Bandera (Polish Flag) which serves as an expediting branch; Polski Bunker, which supplies coal and fuel for all ports; Baltika, a sort of brokerage for the ports; Balton, a shiphandling establishment, and Deo Gloria for corn elevators. These agencies have local branch offices, under government supervision, in all ports. Nearly all private companies dealing with shipping and transport have been dissolved. Competition with the government agencies is discouraged. In October 1946 the government establishment "Polska Bunker" a deficit of 15,000,000 Zlotys. A few private firms have been tolerated until now because they have contracts with foreign agencies dealing with war materials,

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because they are better organized than existing government agencies. Some of these firms are Guma (Gdanska Agencja Morska i Asekuracyjna -- Danzig Ocean Security Agency), Aton, Nawigator, Baltyk and Agencja Baltycka. Arms manufacturers from abroad pay the brokers for their services through "Bank Polski" (National Bank of Poland). The Bank of Poland receives the payments in foreign currency, but the broker receives his payment in Polish currency from the Bank at the official rate of exchange. (In February 1947 it was 1300 z to \$1.00 U.S.). By trading on the blackmarket the government can take 75% or more of the brokers' profit.

5. The export of cement is governed by the CACOP (Centralny Zarzad Cementowni Polskich -- Central Board for Polish Cement Factories) with a branch office in Wroclaw.
6. Import of iron ore is made through the CZPI (Centralny Zarzad Przemyslu Hutniczego -- Central Board for Smelting Industry) with main offices in Gliwa, near Danzig. The government agency Paget with its main office in Zopoty, near Danzig, manages the import of lumber. Gasoline, oil and grease are products which enter the country through Ullma only. However, a government agency known as CIPN (Centrala Produktow Przemyslu Naftowego -- Central for Products of Oil Industry) with offices in Danzig, Gdynia and Stettin is set up to import these products.
7. The only steamship line is CAL in Gdynia located on Swietojanska St., the Gdynia-Ameryka Linia (Gdynia America Line), which has Polish and British capital investments. The Polish capital in the line is now in the hands of the Polish Government.
8. Shipping traffic in Danzig and Gdynia dealing with foreign countries, including UNRRA and repatriation shipping, is about 30% of its pre-war traffic strength. Foreign trade has been taken over by the government. Private importers and exporters now have insignificant positions in the government agencies. Polish Government authorities allow private enterprises only if the firm or individuals in these firms have capital in a foreign bank and if this capital can be used for trade to benefit the government. The government reserves the right to select the product or article to be imported. Persons who apply for passports to travel into foreign countries where they have capital and want to invest in foreign and domestic trade are carefully screened by the UB and the firm they represent must guarantee their return to Poland. Few private firms accept this type of bargaining.
9. In the autumn of 1946, the government agency known as the Association for Food Commodities made an agreement with a Swedish firm for the export of fruit jam. The first transport consisting of several tons of jam was put in emptied herring barrels. The Swedish firm refused to accept the herring-smelling jam which resulted in losses for the government and the termination of the agreement.
10. GUM (Glowny Urzad Morski) Main Sea Office, located in Wroclaw, is directed by Mr. Nowicki, who was appointed to this post by the Ministry of Navigation and Foreign Trade.
11. The security of the port is a function of the GUM which designates port guards and the Militia WOP (Wojsko Ochrony Pogranicza -- Military Frontier Defense Unit).

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